Troy, Feb. 22 .- A great many of the collar and shirt manufactories closed at noon, to allow their employes who live in suburban parts of the city to reach

Ballston, N. Y., Feb. 22 .- A flerce northeast snowstorm set in here at 10 o'cleck last night, and the snow storm set in here at 10 o'cleck last night, and the snow continues to fall to-day without cessation. The snow is fully a foot deep on the level and is very light. There has been no wind yet to form heavy drifts. Trains on the Delaware and Hudson Railroad are

making fair time this morning.

Port Jerv's, Feb. 22.—This is the worst Washington's Eirthday in the memory of the oldest inhabi-tant in this section. Snow began failing at 8 o'clock last evening and continued all night, and at 10 o'clock this morning it measured about fifteen inches on the level, and was still snowing hard. A snow slide near Long Eddy has blocked the Delaware division of the Eric Railroad at a point fifty-four miles west of this place. The slide is about 200 feet long and fifteen feet deep. It will delay traffic nearly all day. On the eastern division the snow is drifted, but not as badly, and trains are arriving here from the contract of the East from one to two hours late. The Month celle and Summitville railroads are blocked, no trains having arrived here from these places since Monday. Engineer Sandford Clausen, of the Monticello Rail road, had one of his eyes put out while trying to force his engine through a big drift yesterday. The snow carried away the cab of his engine, and a splinter pierced one of his eyes. He is being cared for at the Hunt Hospital in this place. The annual dinner of the Minsink Valley Historical Society, which was to be held to-day, was postponed because of the

Boston, Feb. 22.-Nine inches of soft, heavy snow fell here last night. The mercury stands at 30. turned to sleet at 0:30 a. m., with wind northeast and stiff. There is now more snow in Beston streets than at the time of the '88 blizzard. The steam roads are working under great difficulty. Many trains are cancelled and all others are irregular. The four-masted schooner Glenwood went ashore on Hard ings Ledge at 3:30 a. m. The crew were saved, and are at the lifesaving station.

Rockville, Conn., Feb. 22.—The most severe gale and

snowstorm since the blizzard of 1888 raged throughout Tolland County last night and to-day. Schools closed, mills are only partly running, business is almost entirely suspended, and the reads in Tolland and Ellington are impassable. Portland, Ms., Feb. 22.—The storm is increasing in

severity. A heavy northeast gale is blowing and it seven inches of snow have already is growing colder. Seven inches of snow have already fallen, and it is still snowing hard. All trains are hours behind time, and electric car travel is greatly impeded. Nothing like this storm has been seen here this winter.

Natick, Mass., Feb. 22.-The oldest inhabitants state that more snow has fallen here this season than in any winter for the last twenty years. The electric reads have been unable to connect with South Framingham or Cochituate, and there are fully three feet of snow on the ground on the average. Drifts ranging from five to seven feet in height have blocked travel to South Natick and Wellesley. Wires are down in Several places. Vergennes, Vt., Feb. 22.—Since 8 a. m. a blizzard

has prevalled here, the wind blowing from the north. The roads are blocked and business is generally suspended. The drifts in the streets are from four to

Eirmingham, Conn., Feb. 22.-A heavy snowstorm prevailed here to-day. A strong north wind is blowing. Trains on the Naugatuck road are stalled

in the big drifts a few miles south of this place.

Brattleboro, Vt., Feb. 22.—Another severe storm
prevailed here to-day. From twelve to fifteen inches
of snow fell up to 1 o'clock. The wind is blowing furiously. Reports from all over the county indicate that the storm is the heaviest in recent years. The highways are blocked and stages and some of the rallroad trains have been discontinued. Three feet of snow have fallen within a week.

Woonsocket, R. I., Feb. 22.-To-day's storm has again thrown things into confusion, particularly on the New-York and New-England Railroad's branch between Woonsocket and Newton Highlands, Mass. Travel has been almost at a standstill all day. The first westbound train arrived here seven hours late. On the Consolidated Road the trains were but slightly delayed.

Lowell, Mass., Feb. 22.-Fifteen inches of snow fell here up to noon. Business is tied up. Electric car men worked all night to keep the tracks open, but at 8 o'clock this morning gave up the effort. Cars were blocked along the various routes and horses pulled them to the stations. The storm will be more dis astrons than the March blizzard of four years ago. A northeast wind prevails.

Dover, N. H., Feb. 22,-The storm here to-day has been terrible. A high wind has prevailed and cleven inches of snow fell since 8 o'clock this moraling. The Sectric road between here and Somersworth has been blocked, and it has been impossible to get it open All trains have double-headers and even then are over an hour late. A snowplough from Portland got stuck and had to be shovelled out. The mail on the stage which left Strafford morning, got here at 11 o'clock this morning. The stage will not start back to-day.

Scranton, Feb. 22.-The mantle of snow which Scranton, Feb. 22.—The mantle of snow which envelops Northeastern Fennsylvania measures thirty inches on the level, sixteen inches being added to the fall by a storm which began last evening. Railroads everywhere are blocked, and no trains have made over the Jefferson Branch of the Delaware and Hudson Gravilly Railroad to Honesdale this week, owing to Sunday night's bitzard, and the except storm adds farther to the blockade. Fears of danger from critis on the Pocono Mountains are juiting the Delaware. Lackawama and Western Railroad people on their guard. This afternoon relief trains, with hundreds of section hands, shop employes and mine workmen, wore held ready to be sent out to assist in raising any blockade that may arise. They will be amply provisioned so as to reneve passengers on any trains that may be stalled.

stalled. The deep snow has forced idleness at tvery mine in this section of the anthracite regions. The storm changed into a terrific nor wester, and the wind is hurling the snow into massive drifts everywhere. No traits have come from New-York to-day, and the blockade on all the roads seems almost complete.

An unknown woman attempting to cross the Delaware and Hudson track at Ofyphant this morning falled to see or hear an approaching engine by reason of the snowstorm, and was ran down and killed.

## SHIPWRECKED SAILORS FROM VERA CRUZ.

Among the passengers on the steamer Niagara, which ached this port late Tuesday night, were four men from the Norwegian bark Vilkommen, which sailed from Eng-tand for Minatilian, Mexico, in ballast. On January 19, when 100 miles off the Mexican coast, the bark encountered when 100 miles off the Mexican coast, the bark encountered a heavy gale which lasted for two days. She was driven on a bar near Minatitian. The waves dashed over her, and she filled with water through several leaks. The crew got ashore in the bark's boats. Before the hull of the vessel went to pieces wreckers saved the canvas end rigging. Part of the crew shipped from other ports and four of them were taken by the Niazara at Vera Cruz. The Vilkommen was a bark of 350 tons burden, and was owned by B. Oleson, of Syngaer, Norway. Ole Nielsen was her cantain. She was built in 1883.

is her captain. She was built in 1883. At Havana the Niagara received as a passenger Captain Bakker, of the Dutch bark J. P. A., which was wrecked at Cape San Antorio, Cuba, on January 5. The Niagara encountered rough weather north of Cape Hatteras.

BARGES MAKE A HOLE IN A STEAMER. Two barges and a steamer made their first appearance in the Upper Bay early yesterday morning as "knock-about" comedians and now they are laid up for repairs. The barges Merriman and N. N. W. No. 4 were lying off Liberty Island. Pressed by the ice, they dragged their anchors and drifted about the British steamer Anerly, kneeking a hole in her stern and breaking several plates. the tag Mutual towed away the Merriman, and the E. M. Timmins got the other barge out of the way. The tag famous was then towed to her pler in Brooklyn, where she will unload her cargo of sugar. The captain of the anerty at arest retused assistance. The mate was bang

## injured while fixing the chains.

COMPELLED TO STOP AT CITY ISLAND. The steamer Mary E. Gordon, Captain Davis, from Mamaroneck for New-York, was compelled to ley up at City Island fast night on account of ice and high wind. Captain Davis reports that outside of Execution Rocks he saw an inward bound tow of light barges. Some of them parted their hawsers and went adrift. At dark there was a section of a barge tow anchored or fast in the ice just east of Sand's Point, which may be the tow the ice just cast of Send's Point, which may be the to

## LA NORMANDIE'S ROUGH VOYAGE.

With her bridge covered with fee La Normandie reached her pier yesterday one day tchind time. She had been bulleted and tossel by the storms, but had received little damage. Throughout her voyage the winds were variable and the seas were high. In the nights of February 18 and 19 there were violent storms from the west-southwest. On February 20 and 21 she was in a hurricane, and the high seas rolled over her decks and swept away exercising nousble, and damaged the starboard ways exercising nousble. away everything movable, and damaged the starboard lifeboat. There was no promenading or the deck that day. In fact, during the entire voyage the passengers were only too glad to star below. Among those

To combat anemia in all its forms, nothing can re-ace Bugeaud's Wine, tonic and nutritive, prepared ith cinchons and cocos. To be had of the principal

rapidly in the country. The Charlotte Electric USE POND'S EXTRACT UNDER STARS AND STRIPES,

## FOR OVER-TIRED, WEAK. OR SORE EYES.

AVOID SUBSTITUTES. Genuine made only by ond's Extract Co., 76 bith-ave., New-York,

on toard were Lieutenant Emory, U. S. N., who has returned from a consular post in London. He has been intrusted by the directors of the World's Fair with the work of the department of naval architecture. On the essel was the lody of Lieutenant Emery's child, who

THE WIND BLEW THEM INTO THE QUARRY. TWO MEN, A HORSE AND A WAGON FALL INTO A PIT-OTHER DAMAGE DONE.

Central New Jersey country roads are blockaded by snow, ranging in depth from four to eight feet, and travel is almost entirely suspended. The farious wind which swept over the Watchung Mountain yesterday wrenched off the roof of the house owned and occupied by Jeptha Wagner, a peach sarmer. While driving from Rahway to Plainfield, Aaron Brown became stalled in snowdrifts, and was badly frozen before he ucceeded in making his way to a neighboring house The two Coddington brothers, farmers at Mount Horeb, were driving along the brink of a quarry, when the gale picked up their vehicle and threw it to the bet-They were badly cut and bruised by the fall, but their injuries are not serious. Robert M. Clark, of Chapel Hill, Somerset County, was over-come by the cold on the mountain near Washington-He revixed sufficiently to make his way to the Washingtonville Chapel, into which he forced an trance and obtained shelter for the night. The wind obtained such a velocity on the mountain that farmnouses were badly shaken and wholow-glass shuttered. All trains on the Central Railroad of New-Jersey are delayed.

PERILOUS POSITION OF A LUMBER SCHOONER.

Chatham, Mass., Feb. 22.-The terrible southeast gale, with snow and rain, of this morning shifted to westerly this afternoon. An unknown three-masted schooner, lumber laden, was discovered by the lifepatrol close under Chatham bar at 7 a. m., dragging slowly toward the bar, over which fierce breakers were running. Distress signals were flying in the rigging, and assistance was budly needed, but no boat could live to get to her, as she was beyond the outer bar, and no line could be shot to such a distance Both the Chatham and Monomey life-saving crews were at the scene, but her destruction seemed inevitable as the gale was terrific and the sea fearfully rough The crew took to the rigging finally, showing that the vessel was filling with water, and the seas were running all over her. Just as she was almost on the bar ere came a full fu the gale; then soon it came blow ing flercely from the westward, causing the schooner to swing around off-shore just in time to escape going to pieces on the bar. She was at anchor at sumet The wind was blowing a hurricane from the north west, and it was growing cold fast. The crew came out of the rigging, manned the pumps, and are trying to keep the viseo, free. Her hist name is "william, and it is thought that it may be the William Flint, of Waldoboro, Me.

### STREET-CLEANERS HARD AT WORK.

Commissioner Brennan's men were at work vesterday and last night removing the fresh snowfall from Broadway, Fifth-ave, and the more imperiant therough fares, including the ferry streets. Mr. Brennan emitted another wall yesterday in the shape of a bulletin, in which he represented bimself as the victim of more dispensations of misfortune than any predecessor ever had in the Street-Cleaning Department. Every time this winter when he thought he was getting the best of the elements, down came the snow again, and made work for twice the men he could employ. His outlet for street collections was pracifically shut off again yesterday, owing to the masses of ice floating Only three of the ofpeteen dump down the river. were supplied with scows, and but seven dampers

were supplied with seews, and but seven dampers were able to get out to sea.

No actual attempt was made yesterday to collect the ashes and garrage through the city, the carts being all at work on the snow piles. The Commissioner said that he was determined to keen the crossings clear this time, and to have the gutters cleaned out and culverts open to carry out the shash and water.

## A BARGE FOUNDERS IN THE SOUND.

The Bee Line barge, Baffel, in charge of Captain stephen Douglass, which has been lying at anchor in Cold Spring Harbor, L. I., flounder d in a gale on sunday night and the crew barely escaped with their Not only was there a high what and a driving wind storm, but the crew declared that there was thunder and lightning as well. The captain and crew after intense suffering for many hours in cold and exposure wree finally rescued by the crew of the tugbent R. A. Packer. The barge Baffer had broken away from a tow of three barg a bound for Providence, R. I. A schooner lies him and dry on Cooper's Bluff. Her name is unknown.

## SOME MAILS MANY HOURS LATE.

The mail service was much hampered yesterday by the delay to trains. The mail from the South over the Pennsylvania road, due here at 7:10 a. m., did not nrive until 1:27 p. m. The Montreal mail over the New-York Central, which should have got here at 7:35 a. m., was two hours and thirty-five minutes belief time. The mail from the West over the Pennsylvania road, missed connection at Pittsburg, and was eight hours late in getting here. Its scheduled time of arrival was 7:52 a. m. The pouches from San Francisco and Chicago and intermediate points over the New-York Central reached this city at about 4 p. m. instead of at 11:25 a.m. The Buffalo mail over the same line, due at 9:35 a.m., was delayed until the niddle of the afternoon.

Samuel B. Bowne, superintendent of the General Postoffice Delivery, was on duly from 7 a. m. until 4 p. m., and dad his regular force on hand until 3 o'clock, although half the men were supposed to get a holiday. The extra clerks, however, got the mais in first-class shape.

## MANY PERSONS HURT ON THE SIDEWALKS

By order of Superintendent Byrnes, the police wer active yesterday in trying to compet householders to keep the street gutters clear of slush. One policeman was seen in Houston-st, urging a Chinaman to clear the sidewalk in front of his laundry. The Chineman did not seem to understand what was wanted until the policeman fairly dragged him out on the sidewalk made motions to indicate that the slush must be removed. A number of persons were hart by

falling on the slippery walks during the day. Emanuel Wagner, twenty-one years old, of No. 515 East Ninth-st., fell on the sidewalk in front of No

East Ninth-st., fell on the sidewalk in front of No. 191 Worth-st., and the point of an umbrella which he carried entered his left eye. An ambalance surgeon who examined the young man before taking from to the Chambers Street Hospital said the umbrella point had entered the eye about three luches. The wound is dangerous.

John Ryan, fifty-six years old, fell in front of his home, No. 81 Division-st., and broke his right leg. He was removed to Bellevue Hospital.

Norah Crowley, thirty-nine years old, fell down the steps at her home, No. 252 East One-hundred and twentieth st., and her skull was fractured. She was removed to the Harlem Hospital.

## SHE IS THE SAME OLD SHACKAMAXON.

Ever hear of the Shackamaxon ! She is the Ellis Island ferryboat, and she never lets a day pass her without meet-ing an accident. What she needs just now is a good calamity arrester. She runs into barges, takes up logs and icebergs in her paddle wheels, breaks her rudder, and is sometimes without a crew. She was tied up at the Barge Office pler yesterday morning. The employes the Immigration Bureau who wanted to go to Elis Island sat in her cabin an hour or so waiting for her to start, but not a move did she make. Her crew had struck because they had not received their January salaries. The otherais finally collected a crew, consisting of a Scandi navian immigrant, an old sailor, and a couple of stevedores, and the Shackamaxon started out on her daily search for damer and adventure.

Jacksonville, Tex., Feb. 22.-A storm struck this place shorty after midnight last night. of James A. Campbell was torn from its foundations Mr. Campbell and his family were sleeping at the time, but were not injured. Chimneys, outbuildings and fences were destroyed.

## It'll End in Smoke,

but that is no reason why you'll not enbrand. Get the Old Dominion. A photographic surprise with each puckage.

Continued from First Page.

serve slowly paced the deck of the New-York, the strength of the wind being at times so great as almost to carry then off their f. et. Steadily the snow came down, while the passengers from the Carroll made their way to the deck of the big steamship. There was no loitering or promenading, but all hastened through the entrances to seek the comfort of the cabins and saloons. Here a luncheon was spread, and there was a general gravitation toward the tables neatly spread with tempting food. It became known on board the New-York that an accident at Philadelphia had detailed the President's train, and that he would probably be on hour and a half late in arriving. But there were ample opportunities for pleasantly passing the time. While many regrets were expressed that the day had proved so unfavorable in point of weather for the out-of-door ceremonies, there was a disposition to make the best of the situa-The announcement was early made, also, that the proposed trip down the bay, out to see and return must be abandoned both on account of the delay of the President's arrival and the rough weather. There was some disappoint next at the receipt of this news, yet the agreement was general that little in the way of pleasure was possible under such circumstances. The trip would necessarily have been a slow one, owing to the great masses of ice in the bay and the

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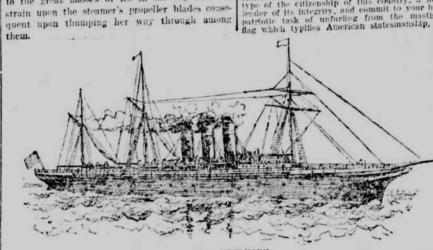
in all woods, native and foreign. from our own special designs.

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of marine architecture to the American merchant marine. Corquests such as this are alone compatible with the civilization of this age. Belleving as we do that this celebration imagarates a spicmid revival of American shipbuilding, voicing, as I believe, the sentiment of the people, obedient to the wishes of the company. I turn six, by you turning to President Harriscut, who stand before the world to day a high type of the cilizenship of this country, a heroic defender of its integrity, and commit to your bands the patriotic task of unfurling from the masthcad the flag which typifies American statesmanship, rational



THE NEW-YORK.

The time was passed under ever in chatting | liberty and enlightened progress (prolonged applause) and merrymaking, while the Naval Reserve men pacing the deck had to bend themselves nearly double when the return beat required them to walk against the wind. About half-past 1 o'clock the snow stopped falling, though the clouds still hung over the waters.

A few minutes before 2 o'clock the Sam Slean was seen moving from the Jersey shore. Then bustle and confusion reigned throughout the ship. while a number of tugs which had been darting around the big steamer in a meaningless sort of way began massing between the stern of the ship and the Battery. Hurried orders were given by the commanders of the Naval Reserve and squad after squad marched aft where the ceremonies were to take place. Commodore Henry Erben, Lieutenant-Commander Hanford and Lieutenant Frank G. Nerton, representing the Brooklyn Yard, were invited Navy Wright of the American Line, was attached a silk flag. In fact, Mr. Harrison

As soon as Mr. Cockran had finished speaking President Harrison, who also stood with his head covered while he spoke, said:

head covered while he spoke, said:

Mr. Cockran and Gentlemen: It glevs me pleasure to consummate here to-day, by the act of lifting this flag, legislation to which I gave my hearty support. I have felt as a citizen and as President the mortification which every American must feel who examines into the standing of the United States in the merchant marine of the world. I believed that we had reached an epoch in our development where the great work of internal developments was so far consummated that we might successfully take up the world of recovering our fair share in the carryfuc trade of the world. (Applause.) We lift the flag to day over one ship—a magnificent specimen of mayal architecture, one of the best afford on any sea. That event is interesting in itself, but its interest to time is in the fact that this ship is the type and the precursor of many others that are to float this flag. (Applause.) I deem it an entirely appropriate function that the President of the United States should lift the American flag. (Applause.)

As he closed an attendant, one of the officers of As he closed an attendant, one of the officers of

by General the ship, handed the President a rope, to which



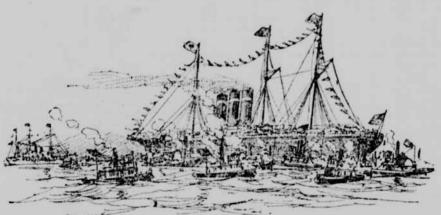
near where the President should stand. A rope was stretched across the ship from one side to the other, to keep back the crowd, and along this

to the New-York. Clement A. Griscom, presideet of the American line, escorted the President across the gang plank. They were followed by the execut of the Naval Reserves and the members of the President's party. Among these were Secretary of the Treasury Charles Fester: Secretary of the Navy Benjamin F. Tracy; Secretary of War Stephen B. Elkins: Postmaster-General John Wanamaker; Secretary of Agriculture Jeremiah Rusk; Senater Washburn, E. W. Halford and Mr. Tibbotts, the President's stenog

As the President stepped upon the deck of the received a limited number of visitors. It was

who was in charge of details, to take up positions ; had hardly finished the last sentence of his address with the significant words; "I deem it an entirely appropriate function that the President of the United States should lift the American at intervals were stationed guards of the Naval | flag," when he seized the rope and gave it three or four vigorous pulls, which seemed to say that his heart was in what he had just uttered and what he was doing, and then the Stars and Stripes were floating and quivering triumphantly at the staff of a great ocean-going steamer With the shouts of the people on board the sounds of booming cannon from the Chicago and from Governor's Island were heard, mingled with the shrill, car-piercing whistles of those hitherto mysterious tags which had been skipping round over the ley waters.

The ceremony was now ended. It had lasted on minutes only. Mr. Griscom escorted the President and his party to the drawing-room of he ship, where the President had luncheon and



THE SCENE OFF PIER NO. 1.

was blowing fiercely, and the President pulled his live others.

New-York, the band from the Brooklyn Navy | remarketh that his manner, always dignified, Yard played "Hail Columbia." Through the space that had been cleared President Griscom escorted Mr. Harrison aft, followed by the immediate members of the Executive The wind visitors from Philadelphia, and about seventy-

hat closely down upon his head. The ordinary formalities due an important occasion were altogether unseasonable, and with an exhibition of good sense W. Bourke Cockran made no pretension of removing his hat as he advanced to make the opening address. Standing near the President, but partly facing the cluster of men beyond the ropes, he said:

My Friends: I have been asked by the officers of the company whose hespitality we enjoy to open the company whose hespitality we enjoy to open the company whose hespitality we enjoy to open the slowly returned and crossing the slowly returned and crossing the gaugelank to the Sam Sloan, disappeared in the cabia. The boat promptly at the masthead of this triumph of the slophulder's art. It is a magnificent occasion, and it marks a praceful conquest—a conquest of civilization which we celebrate when we annex this splendid specimen

this time under the flag of the United States of

GREETING THE PRESIDENT'S PARTY. MAYOR GILROY AND OTHERS WELCOME THE

MISTINGUISHED VISITORS. The uncertainty of ferryboat travel and the blindowstorm which set in at the time fixed for the arrival of the Presidential party at the Pennsylvania Railroad Station, in Jersey City, prevented any considerable crowd of people from gathering to get a ight of the distinguished men from Washington. The report, however, that it was the President's train which was in the wreck near Philidelphia, tended to swell the size of the gathering somewhat.

Those who arrived on the first section had to wait until nearly 2 o'clock before the train containing the President and his par'y pulled into the station, it having been delayed by the accident to the train in front. The members of the reception committee, who had been waiting since 11 o'clock, were on hand. Headed by Mayor Gilroy and Commander Miller, of the Naval Reserve, they greeted the President as he came down the car steps, followed by the members

The detail of policemen kept the crowd of spectaters back, and the procession of guests quickly formed and moved down the platform. The President led the way, with Mayor Gilroy on one side and Commander Miller on the other. They passed around the waiting-room, on the platform leading to the ferryboats, and to a covered pler north of the ferry slips, where the Laura M. Starin was waiting for them. The guests who came on the earlier train fell in behind, Within ten minutes after the President's special train arrived at the station all the guests were con board the steamboat, and it was on its way to the New-York, which was lying in midstream only short distance below the Pennsylvania Railroad

wharf. By the time those who returned from Jersey City on the ferryboat had arrived on the New-York side, the booming of the guns on the Chicago, and the screaming of the whistles of the craft in the river announced that the President had performed the finishing touches in naturalizing one of the ocean

greyhounds.

It was about 3:45 when the Sam Sloan returned to the Adams Express pier with President Harrison and his party. The train drew out of the station at 4:10 o'clock, and in the car with the President were Secretary Foster, Secretary Tracy, Secretary Elkins, Secretary Wansamaker, General W. H. Sewell, the Assistant Secretary of the Navy, J. R. Soley, Russell Harrison, Elijah Hafford and Secator Washurn. When the train departed the Naval Reserves left the station.

## COMMISSIONER O'BRIEN'S PRIDE,

HE SEES MORE GLORY FOR THE AMERICAN MER-CHANT MARINE. Commissioner Edward C. O'Brien, of the Bureau

of Navigation, who was in attendance upon the core nonies on the New-York yesterday, said last night nat they were to him an inspiring object lesson of the patriotic impulses which were now at work remilding the merchant marine of this country. noisting of our flag over the New-York," said the commissioner, "pays homage to that role of public policy reasoning the American ship witch the found re four Government established as an espression of their patriotic zeal in favor of the lod pendence of American ndustry. The ship was at the beginning and ever has been recognized as a symbol of American nationality, and as such it is fitting that it shall be both physically and by ownership entirely American. Under the inspirations of this policy our maritime share ses were for many years the a tenishment of the world. As time passed, however, the mag lifeen possibilities of internal development in this country presented attractions to capital and enterprise so much Steafer than were afforded unfor the limitations of an unrestricted competition in the foreign trade ing trade upon the ocean to other nations. But the art of shipbuilding, with all its related infustries, not only has survived, but made great advances. Our demestic carrying trade—the largest and most remunerative of any nation on the globe-has from the beginning been confined exclusively to America ; ressels, and the result has been that in point of architectural disign, speed, seaworthiness and general thity, there are no vessels affort which surpass our alling and steam vessels so employed along ou oasts and upon our lakes, bays, sounds and rivers In that supreme test of excellency in naval archi hat all our modern was vessels shall be bold interested, and of American material, Chairman Herbert said that the requirement was severe, been wise uponed it to have been wise the lay chipyards, can turn out an unarmored vessel of the highest type of excellence as quickly as can be done in the oldest shipyards of Europe.' Mr. Herbert reaches the climax of his tribute to our American maritime policy by declaring that since the year 1886 the price of the materials entering into the composition of a modern ship has been reduced fully one-half, and the price of a completed ship, excluding armor, has come down 33 per cent.'

"These lists words are printed in tailes in the official report, apparently for the purpose of expressing the particular enterprise, which contribute successes of American enterprise, which contribute toward the constraction of a ship. The law that brings the New York under our flag admits foreign laufit ships under sharply defined conditions which pay homoge of our time honored maritime policy, requiring that the vessels so admitted shall be steam-ships capalle of a speed of twenty knots an hour; that they shall be at the time of their admission actually employed in commerce between the United States and a foreign country; that they shall be of a tonnage not less than 8000 tens; that not less than 90 per centum of their share of capital shall be of a tonnage not less than 8000 tens; that not less than 90 per centum of their share of capital shall be of a speed of twenty that they shall be of a tonnage in the Cuited States; that their owners shall bind themselves to build an equal amount of aggregate tonnage in the United States; that the ships so transferred to the American flag shall not engage in our consisties or domestic trade, and that they may at any time be taken and used by the ships so transferred to the American hag shall het engage in our constwise or domestic trade, and that they may at any time be taken and used by the United States tovernment as armed cruisers of as transports for war purposes upon payment to their owners of their fair actual value.<sup>19</sup> SOME PACTS ABOUT THE BIG SHIP.

# ONE OF THE OUTENS OF THE ATLANTIC PLEET-

SWIFT, POWERFUL AND STATELY. The New-York, formerly the British steamer City of New-York, was built at Glasgow in 1888 by J. G. Thomson. She is 525 feet long. Her beam is 63 feet and her depth of held 42 feet. She has registry of 10,500 tons. Her engines have a hor power of 18,400. She has two sets of cylinders of sixty inches. Her working pressure of steam is 180 pounds. In speed, appointment and furnishing the is one of the queens of the Atlantic fleet of merchant vessels. The New-York was one of the first passenger steamers to use the double screw

first passenger steamers to use the double scrow. The seems are operated by separate engines, which are placed in different parts of the vessel. Should one of them get out of order the New-York can make good speed with a single screw. The engines which operate the screws are independent, and the shafts rest upon solid beds of steel.

Owing to the large number of her air-tight compartments it would require a good many leaks to sink the New-York. The rudder of the New-York The rudder of the New-York senerated by hydraulic power. The New-York's recert for the eastern trip across the Ailantie is five days nie-teen hours and fifty-seven minutes. Her sister alip, the City of Parls, has surpassed all others by making the westward woyage in five days fourteen hours and twenty-four minutes.

almutes.
The New-York is owned by the International Navigation Company, and about 90 per cent of the stock helders live in Philadelphia. In the Resister the Newfork is entered as halling from Philadelphia.



PLEASANT TO THE TASTE, pleasant in the taking, pleasant in their action—but un-rivaled in their results. That fairly describes Dr. Pierce's Pleasant Pellets. In every disorder of the liver, stomach, and bowels, they give a lasting cure.

and bowels, they give a teachy cure.

For Billiousness, Jaundice, Indigestion, Constipation, Dizziness, Sour Stomach, and Sick or Ellious Headaches, they are the natural remedy. They're tiny, sugar-coated granules, scarcely larger than mustard seeds—a compound of rofined and concentrated vegetable extracts. Put up in sealed vials, always fresh and reliable; a convenient vest-pocket remedy.

They're guaranteed to give satisfaction, in the case, or your money is returned.

Any experimenting with Catarrh in the Head is dangerous. Serious troubles result from its being driven to the throat and lungs. Dr. Sage's Catarrh Remedy, by its mild, soothing, cleansing, and healing properties, completely and permanently cures the very worst cases. Its proprietors offer \$500 reward for any incurable case.

# WOMEN



PLASTER the first and only instantaneous pain-killin strengthening plaster. I ONE MINUTE it relieve ONE MINUTE it relieves aching sides and back, hip, kidney and uterine pains, strains and weaknesses, rheumatic, sciatic, sharp and nerveus pains, coughs, colds and chest pains, Odorous with balsam, spice and pine, it is the sweetest as well as surest, safest and best plaster in the world,

## BRAYTON IVES SPEAKS

EDWIN H. ABBOTT PLAINLY ANSWERED.

## BITTER ARRAIGNMENT OF THE PRESIDEN

THE WISCONSIN CENTRAL. A letter was issued last night by Brayton Irea president of the Western National Bank and a better of the Northern Pacific Ralirond Company's 300 Committee of Investigation. It is in . ply to the severe criticism of the committee's m port made by President Abbott, of the Wiscon Central Railroad Company. Mr. Ives's answer as follows:

Edwin H. Abbott, esq., President Wisconsin Central

Company.

Dear Sir: You will not be surprised to hear that I have read with great interest your "open letter" to Mr. Oakes, the president of the Northern Pacific Railred Oakes, the president of the sortern Pacine Ralling Company. While you do not mention my name, your reference to me is unmistakable. You charge me stable being the author of the report of the stockholders committee, with "omission of important facts," with "distortion of truth," with responsibility for "a vicious system of accounting" and with various other size. In

tem of accounting" and with various other sias. In other words, if your charges are true, I am simest as bad a man as the report has shown you to be. This possibility is so uppalling to me that I propose analyzing your letter without delay.

In attributing to me the sole authorship of the report, and alluding so frequently to me as "he," you so injustice both to myself and so my fellow-members of accommittee as is shown by the following statement by the chairman, which was published yesterday. Mr. Clery says: "The report of the Investigating Committee is as the work of any single member, but represents the unantmous opinion of the committee in which Mr. Rogers, then advisory counsel, fully concurs. Every statement as to looke's and profits of the Wisconsin Central, as well as the main line and all the branches, was received from the treasurer and auditor of the Northern Pacific Compay, and the committee has the documents to sustain its capclusions. Attention is called to the fact that Mr. Abbott makes no reply to the parts of the report which reflect an analysis. makes no reply to the parts of the report which reflect as the personal relations of the Wisconsin Central trustes with the Northern Pacific road."

I confess that as our investigation went on, and as the evidence of the wrongdoing of yourself and your associates multiplied with almost incredible rapidity. I was led to appress myself at times with a vigor which would not have been seemly in a report. Mindful of this temptation, I store, as did the others, to suppress undue feeling, and to advecate as temperate language as the circumstances wend allow. As a result, the report is the harmonicus production of the whole committee, and approved by our advancement. Every page was revised several times by all of us, and no effort was spared to make our work appear as moderate and impartial as it was conscientions; but it is difficult to say "Stop Thief." in an unimpassed manner, and no matter how it is done the thief is sincel sure to be dissatisfied.

As to the "vicious system of accounting," the fault, if fault there be, rests with the treasurer and auditor of the Northern Pacific Company, of which you are a director, the state of the northern Pacific Company, of which you are a director, the I confess that as our investigation went on, and as the

the Northern Pacific Company, of which you are a director We did not get a mars of figures and then arrange them to suit ourselves, but we took the statements furnished by these officials, verified them to our satisfaction, and by these officials, termes data and will, try to re-printed them. Doubtless you can, and will, try to re-arrange these items so as to suit your views, but you cannot deny the fact that the losses resulting from the Wisconsin Central appear, as reported by our committee, in the general balance sheet of June 30, 1802, a copy of which I received from the anditor, and still hold. Further-more, I am confident that honest investigation will confian the figures given, for Messra. Baxter and Barker are officials in whose integrity and ability I have the highest confidence. If the Northern Pacific Company had been served with equal real and honesty by all those whose duty it was to protect its interests, matters would have been now in a very different condition. In any case you been now in a very different condition. In any case you had seven months in which to correct their errors, and as you are not only a director, but president of a leased system, it was your duty to see that the accounts were properly kept. Your statement, therefore, that the reproperly kept. Your statement, therefore, that the re-

ported deficit is "simply directed and property of the stress which you lay on the caraines of the Wisconsin Central lines, I must call your attention to a few facts which may be of interest to the public also. You say that "no other railroad going out of St. Paul or coming into Chicago from the North, West or Southwest conting the Paul as large an amount." Then you give west, earns nearly as large an amount." Then you give the earnings of the Northwestern, the St. Paul, the Chicago. west, earns hearly as large an amount the earnings of the Northwestern, the St. Paul, the Chicago Lurlington and Quiney, the Rock Island, the Omaha, and the Chicago and Aiton. And now the pertinent question arises: What becomes of these enormous carnings of the Wisconsin Central! The other roads named by you pay dividends (with one exception) not only on their preferred, but on their common stocks. Their stocks bring relatively very high prices, and their bonds are sought by investors. But Wisconsin Central securities are not popular. Its mortgage bands average about 30, although they have the protection of the Northern Pacific lease; its preferred stock is offered at 46 without a bid; its income hands range about 30, while its common stock has a nominal value. What is the explanation of this anomalous state of affatrs? You will not give it, and therefore I must do so.

must do so.

The reason is that the carnings go to pay interest and dividends on the bonds and stocks of roads built by yourself and associates and leased to the Wisconsin Central road at enermous advances upon their cristnal cost. Ose after another you have fastened new roads to the old and original one, and always on terms which were favorable to the former, but disastrous to the latter, of which you were a "trustee," and so it happens that while the country grows and carnings increase, while competing roads round their stockholders with dividends, while the Wiscosia Country Institute the American and half householders.

grows and carnings increase, while competing roads reaching their stockholders with dividends, while the Wisconsia Central trustees become rich and build beautiful homes, the holders of the stocks and bonds of the Wisconsia Central road get no profits. If this road had been managed at those with which you have compared it, it would show the enormous earnings of which you speak, and would have put its securities upon the same level. And, on the other hand, if your system of management were to be introduced into the Northwestern or Alton roads, their stocks would soon be on the non-dividend paying list. White you confined your tacties to a small system in which comparatively few were interested your action were not of great interest to the public. But when you captured a great transcontinental road, and began to crust its life out like an octopus, then the situation such anged. It became important not only on account of the magnitude of the property, but because of the principles of law and equity involved. "Astute" as you are (allow to return your complimentary term), and carefully all you have used the law to protect yourself and cotrosself in all Wisconsin Central matters, I believe that your sall failed you in perfecting the details of the Northern Poilse.

me to return your companionary examples in all Wisconsin Central matters, I believe that your sill failed you in perfecting the details of the Northern Parific capture. Other able lawyers assisted in the operation of they had no interest except in their professional feet. It yourself and your fellow-trustees the making of the least was of vital importance. I believe that the courts would regard your interest and your course in the matter as constituting a fatal defect.

I am not prepared, however, to say that the high position of the courts should be invoked. If you add the other directors of the Northern Pacific will show the stockholders that you are disposed to work hoosing at the courts would be invoked. If you allow the total pulmer stockholders and then count of the courts of the plunder stockholders and then ubuse them with plunder stockholders and then ubuse them with plunder stockholders and then ubuse them with popular of your board. Having doon my work as allow sentiments.

I consented to serve as a member of the investigating and the committee at the personal request of Mr. Villard, and chairman of your board. Having doon my work as with a special process of the first that you are the first that you are to in touch with popular director. It is not the fault of the committee if any of the process of the first that their interesting that the their infortance that they find themselves for the have been acting without honesty and intelligence. It is not the fault of the committee if any of the house of directors, even with the element is present the price and the with the wisconsisted of the first process with the with the wisconsisted and not the real and the price and the with the wisconsisted and not the real and the price and the price and the owner as the pric

cique of directors, even when there is no self-interest. But when that element is present the perisent in the self-interest. But when that element is present the perisent cannot be over-estimated.

If the acts of yourself and associates in conceiled with the Wisconsin Central and Northern Pacific properties with the Wisconsin Central and Northern Pacific properties and "Director' must have new definitions, transparent of the property under your charge. The greater he value she property under your charge. The greater he value described by the property under your charge. The greater he value he property under your example I shall publish this letter without consulting you. As for your proxy which you say you shall not send to the committee we really disposed as fact which is creditable to your intellicence. If I had known what you were still sold your hard to have owned but little, instead of continuing one of the largest stackholders. In fact, all of your party, I believe yours, and started the company on the road to bunkrapter, were and started the company on the road to bunkrapter, but looks now as though we should not reed your proxy. But I looks now as though we should not reed your proxy for others are sending them in quite freely. Approxy I have the proxy in the open of the parently the 0,000 stockholders of the Northern Pacific can be met by abuse and evasion. Yours, buly yours.